

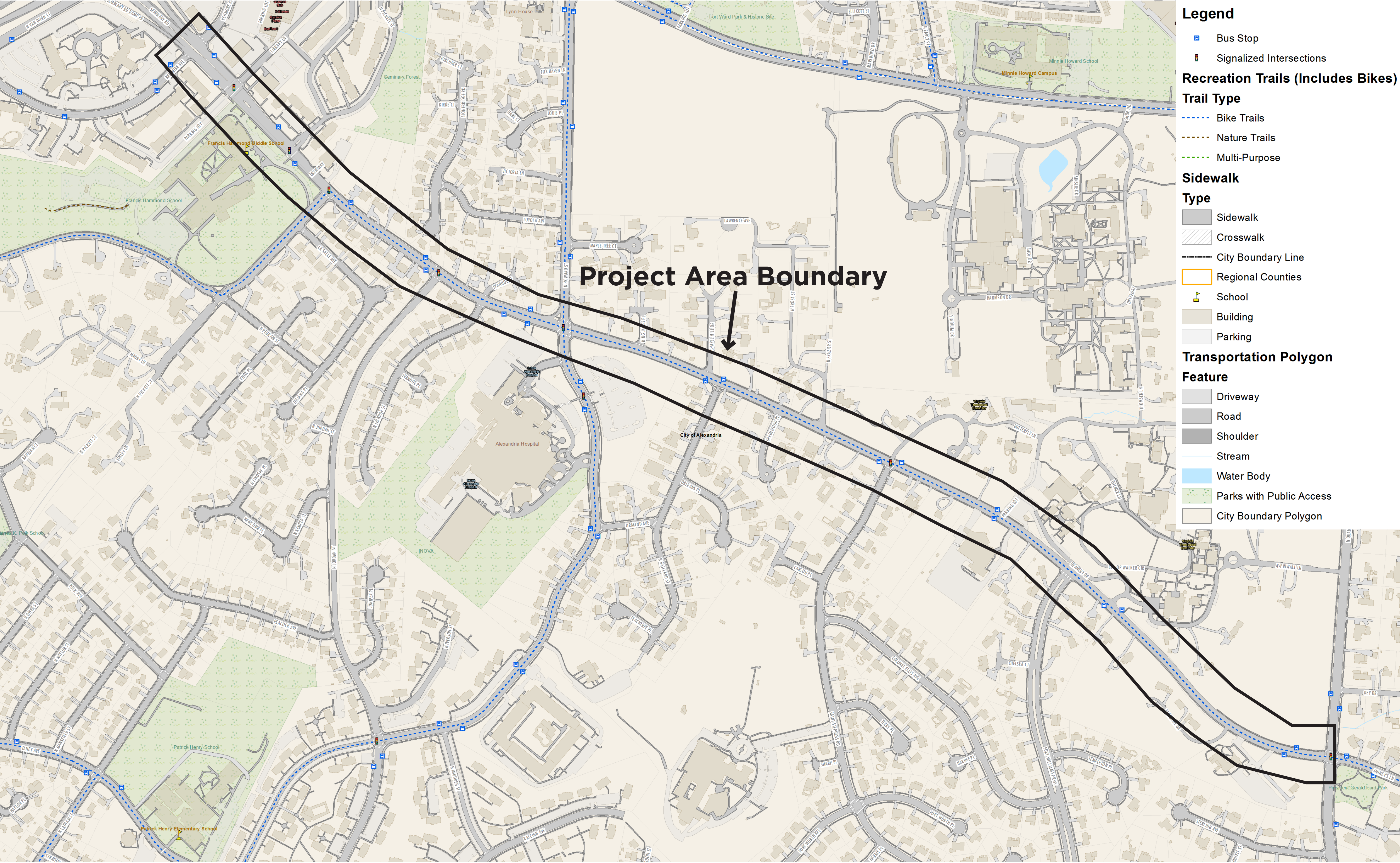
Seminary Road

Complete Streets Project

**Welcome to the
Public Open House**



Project Area Map



Purpose, Process, Guiding Plans and Policies

Project Purpose

Seminary Road was identified in the Pedestrian and Bicycle Chapter of the Transportation Master Plan for potential improvements to ensure the safety, mobility, and accessibility for all roadway users. Data analysis conducted through the Vision Zero Action Plan also showed that Seminary Road was a corridor with a high number of **KSI (killed or seriously injured)** crashes.

Since the reduction of the speed limit on Seminary (from Quaker to Library Lanes) in 2016, data has shown that safety has improved. However, to sustain this benefit, the roadway design must reflect the posted speed limit as well as encourage and better accommodate people walking, biking, driving, and riding transit.

Project Process

We are here



Guiding Plans and Policies

» Transportation Master Plan (2008)

- The City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile. [...] The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment.

» Pedestrian and Bicycle Master Plan (2016)

- Recommendation of corridor as a top 10 on-street enhanced bicycle facilities
- Recommendation to bridge the gap of sidewalk on the north side of the roadway along the seminary between Zabriskie Drive and Fort Williams Parkway.

» Central Alexandria Traffic Study (2017)

- This study was conducted with the goal of identifying and finding consensus on solutions to mitigate cut-through traffic that did not positively impact one neighborhood or street while negatively impacting another

» Environmental Action Plan (2009)

- Develop a holistic city transportation system that puts the health, mobility, and accessibility of “people first” by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles.
- By 2020: Beginning in 2012, reduce the number of daily Vehicle Miles Traveled (VMTs) on a per capita basis by 5% every five years. Increase the number of commuters who use public transportation by 25% using 2000 Census data as the baseline.

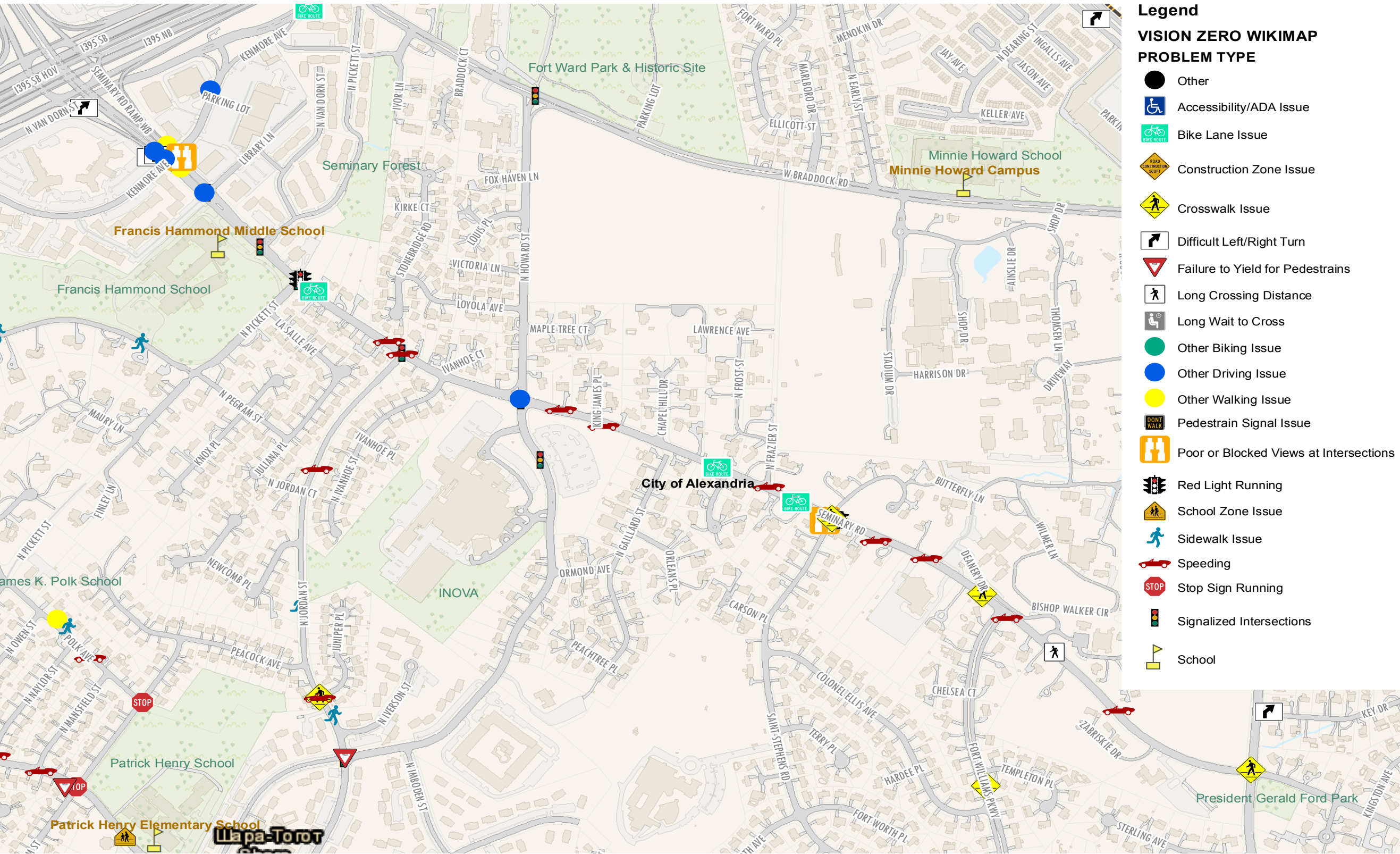
» Vision Zero (2017)

- Eliminate all traffic deaths and serious injuries by 2028
- Build safe streets for everyone by improving prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce KSIs.

What We've Heard From You So Far...

Vision Zero Safety Map Comments

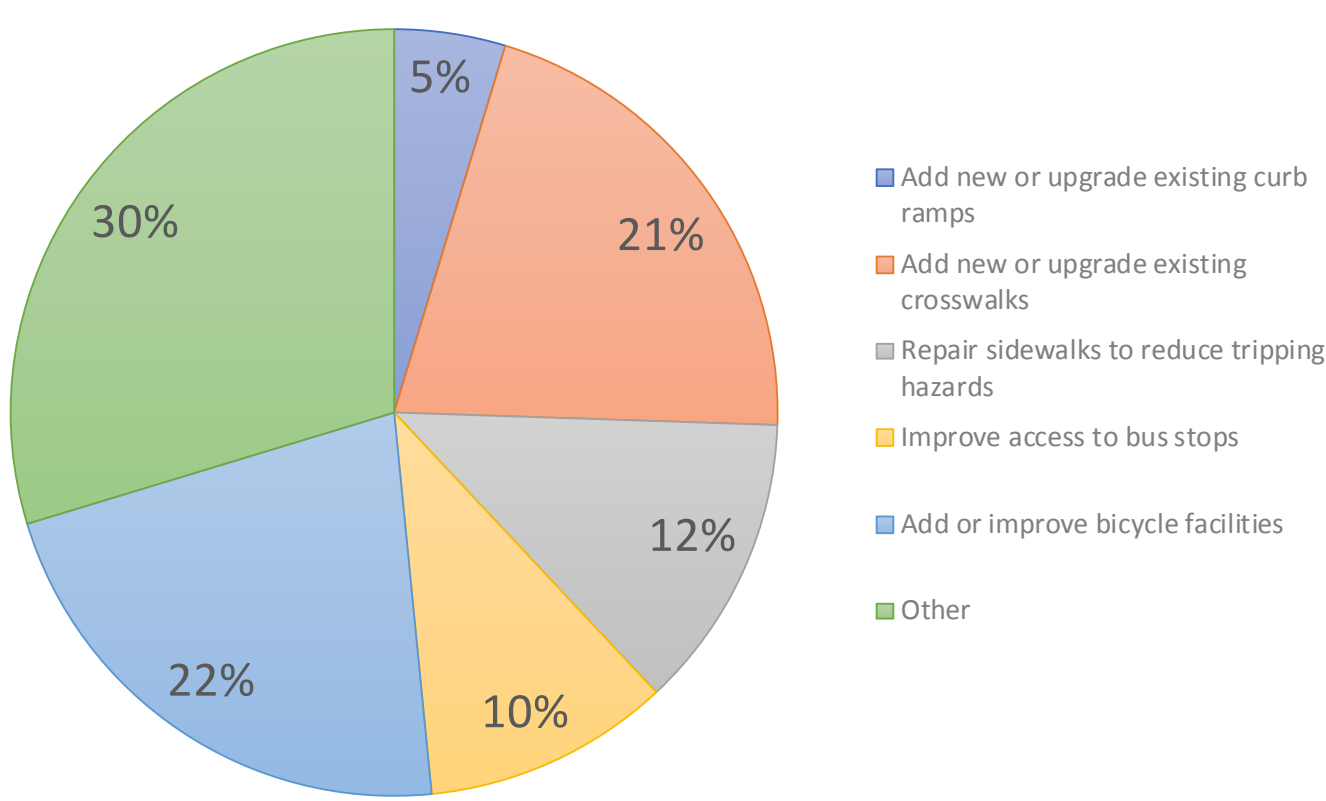
During 2017, as part of the Vision Zero Action Plan process, the City asked for comments about safety issues that the public experienced on the roadways.



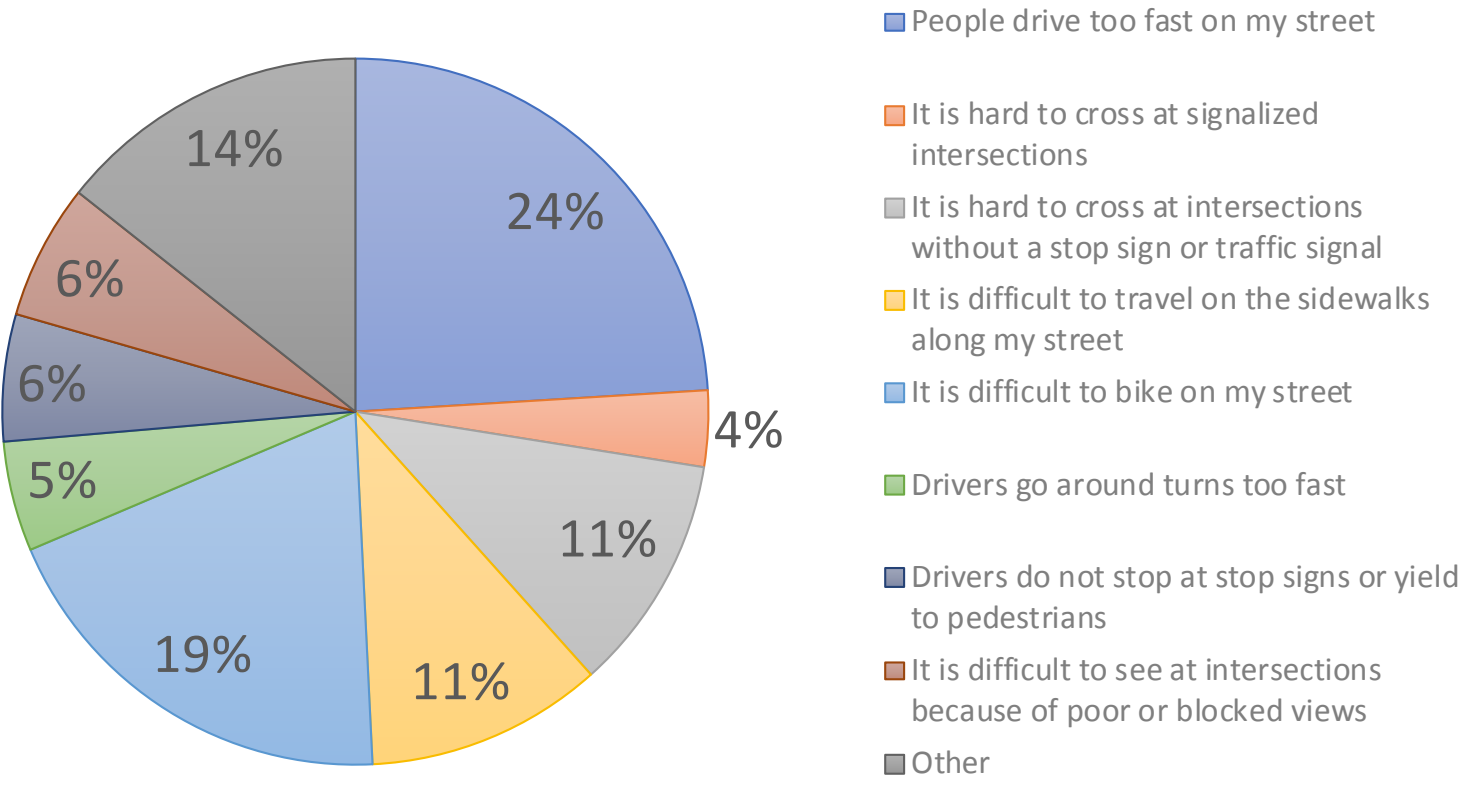
Repaving Survey Comments

Earlier in 2018, the City asked for comments related to streets that were set to be repaved. The following were comments for Seminary Road:

What changes would make your street safer and more accessible for all users?



What are your highest priority concerns along your street? (check up to 3)



Walkabout Comments

This is a selection of comments that we heard on a May 12th community walkabout with approximately 40 people of the Seminary Road corridor. This list of comments is not a full list of every comment offered, nor is it intended to synopsize any dominant themes. In fact, some of the comments contradict each other. This list is instead intended to provide a sample of issues that were brought forward.

Pedestrian Safety

- » Long wait times to cross the street
- » Not enough time given to cross the street
- » Install Leading Pedestrian Intervals (LPIs)
- » Lack of safe crossings, particularly on segments where no traffic signals are nearby
- » Crossing guards needed at school hours/locations

Driver Safety

- » Making left turns from Seminary Road feels dangerous
- » Drivers disregard right-turn-only lanes
- » Pulling out from driveways and side-streets difficult due to speed, visibility
- » Dangerous weaving maneuvers near I-395

Bicycling Safety

- » Bike lanes needed
- » No bike lanes
- » Bicyclists unsafely ride on sidewalks because road is unsafe
- » More bicyclist education/enforcement is necessary
- » Better connection needed to Seminary/395 Ped/Bike bridge

Sidewalks

- » Numerous tripping hazards and obstructions
- » Feels unsafe when there is no buffer from the travel lane
- » Large sidewalk gap

Vehicle Speeds

- » Speeding continues to be an issue
- » Enforcement, speed limit change, feedback signs have helped
- » When enforcement is not happening, speeding is prevalent
- » Need larger speeding fines

Traffic

- » Cut down on number of cars, especially non-local traffic
- » Keep traffic moving, do not introduce more delay
- » Do not divert more traffic onto side streets
- » Do not change intersections in ways that would induce cut-through traffic
- » Do not impede hospital traffic operations

Transit

- » Bus stops located away from signalized intersections are a safety issue
- » Reevaluate usage of some bus stops

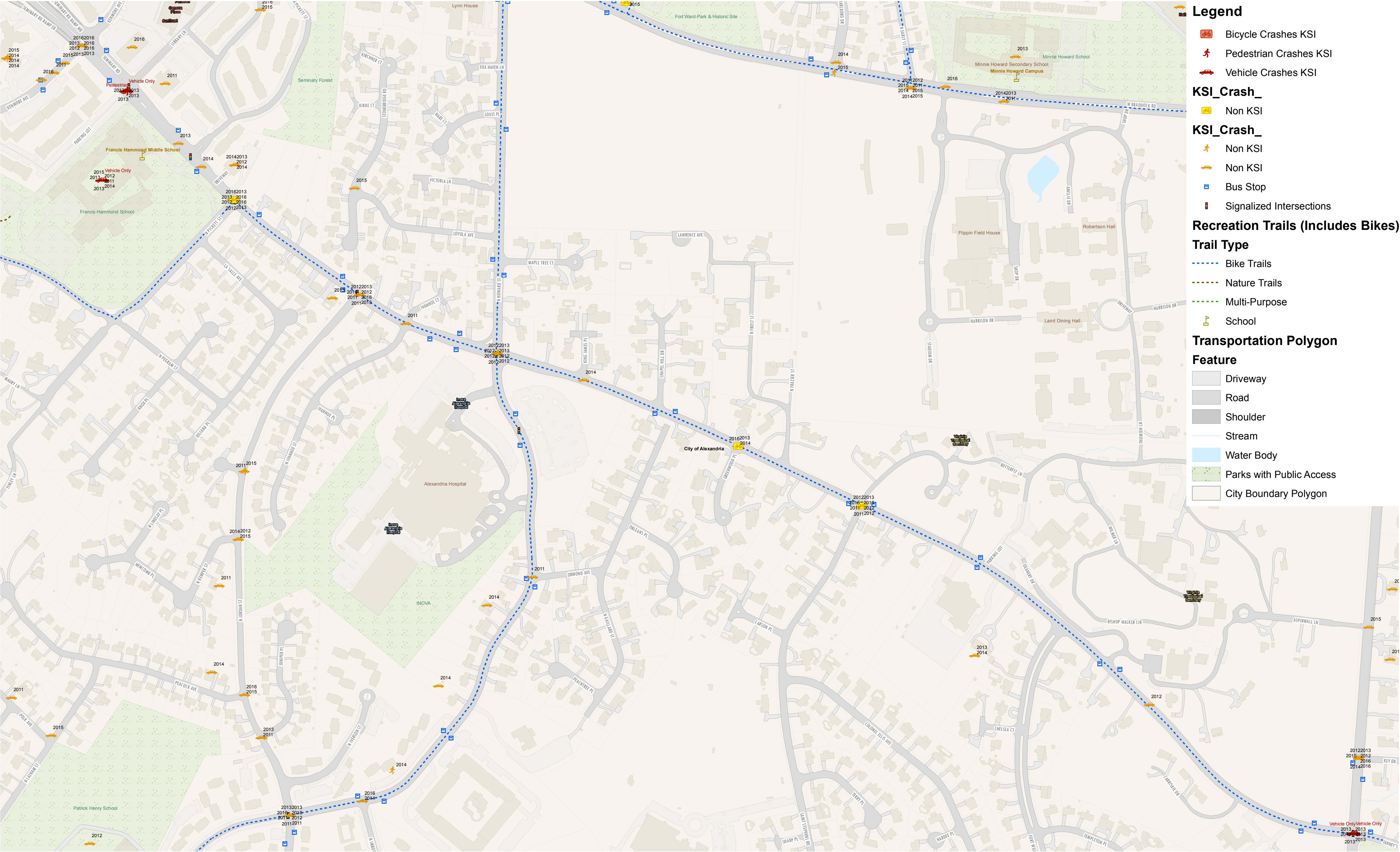
ACTIVITY- Draft Objectives

Use the markers to edit these draft objectives

The objectives of the project are to:

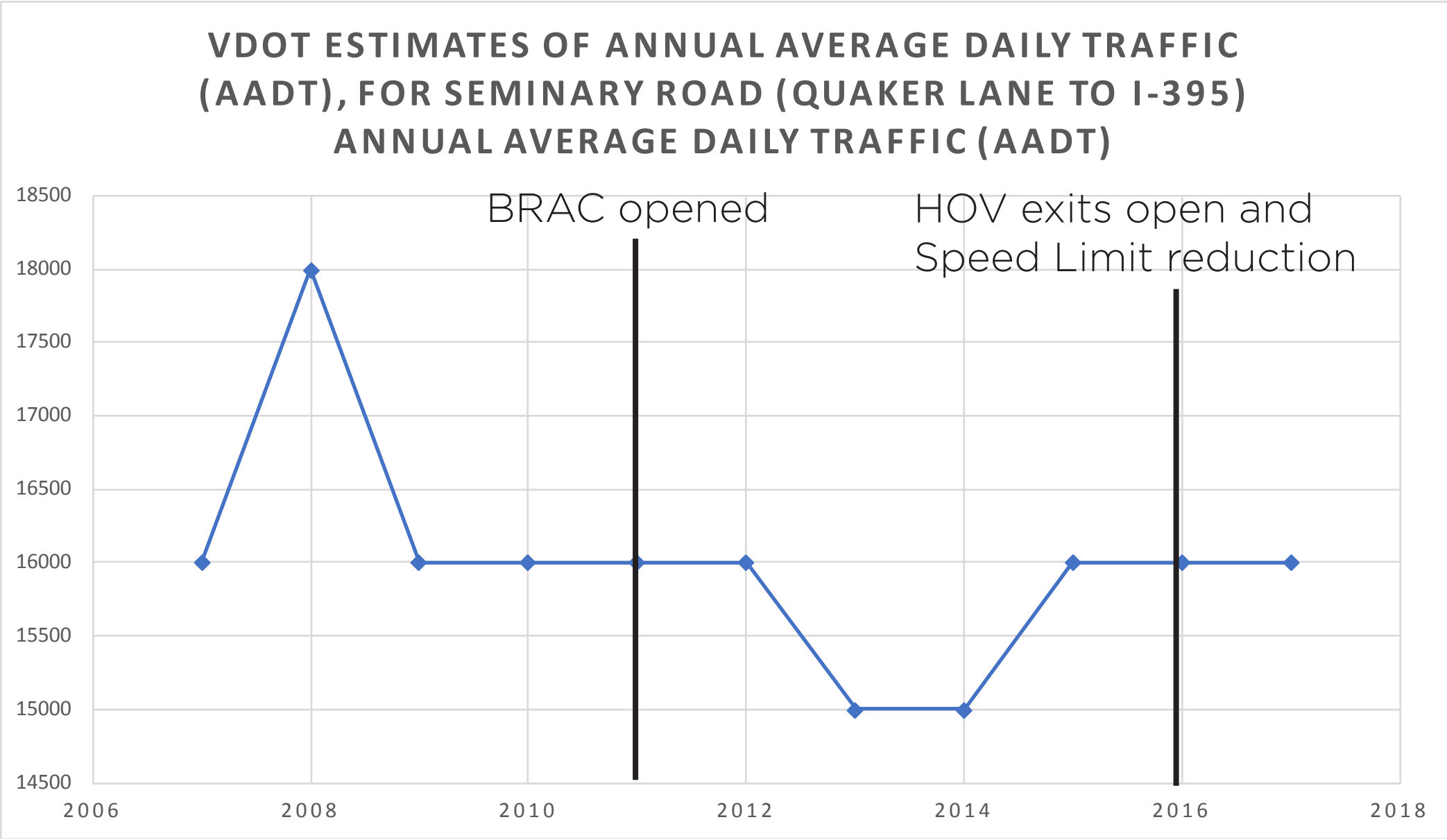
- » Eliminate serious injuries and fatalities on the corridor
- » Improve safety and accessibility for all roadway users by upgrading curb ramps and sidewalks
- » Provide continuous, safe, and comfortable places for people to walk
- » Introduce safer pedestrian crossings for residents, transit users, and all others walking the corridor
- » Where excess roadway capacity exists, identify ways to meet the goals set forth in the Pedestrian and Bicycle Master Plan, Vision Zero Plan, Transportation Master Plan, Environmental Action Plan, and the Central Alexandria Traffic Study
- » Serve vehicle traffic with a roadway design that minimizes delay at intersections, and encourages speed limit compliance
- » Others:

Police-Reported Crashes



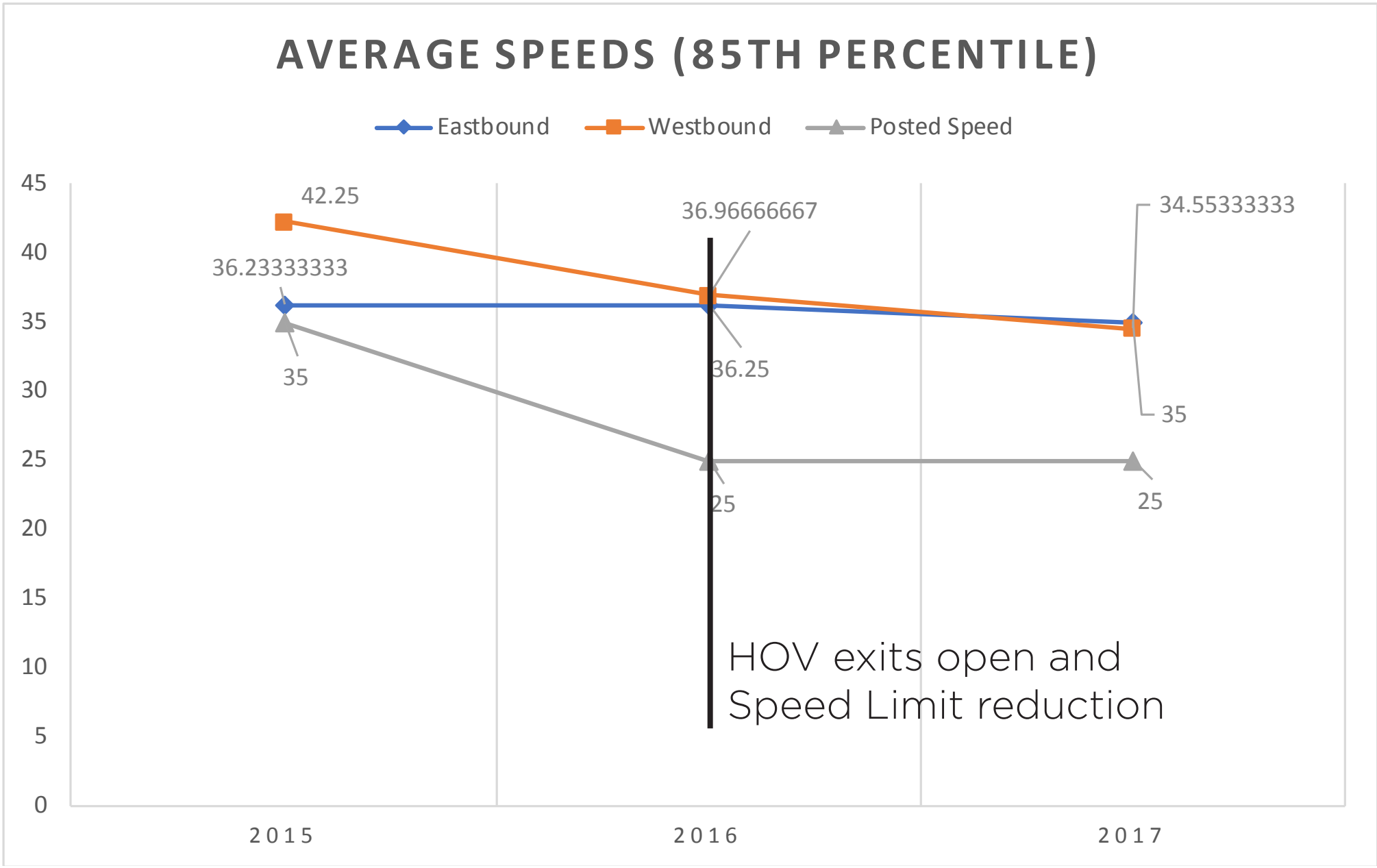
Vehicle Volume Estimates

- » With the installation and opening of BRAC (2011) estimated vehicle volumes stayed consistent with previous years
- » The opening of the HOV exit ramps onto Seminary Road (2016) also had a negligible impact on traffic volumes
- » The reduction of the speed limit in 2016 also had no impact on traffic volumes



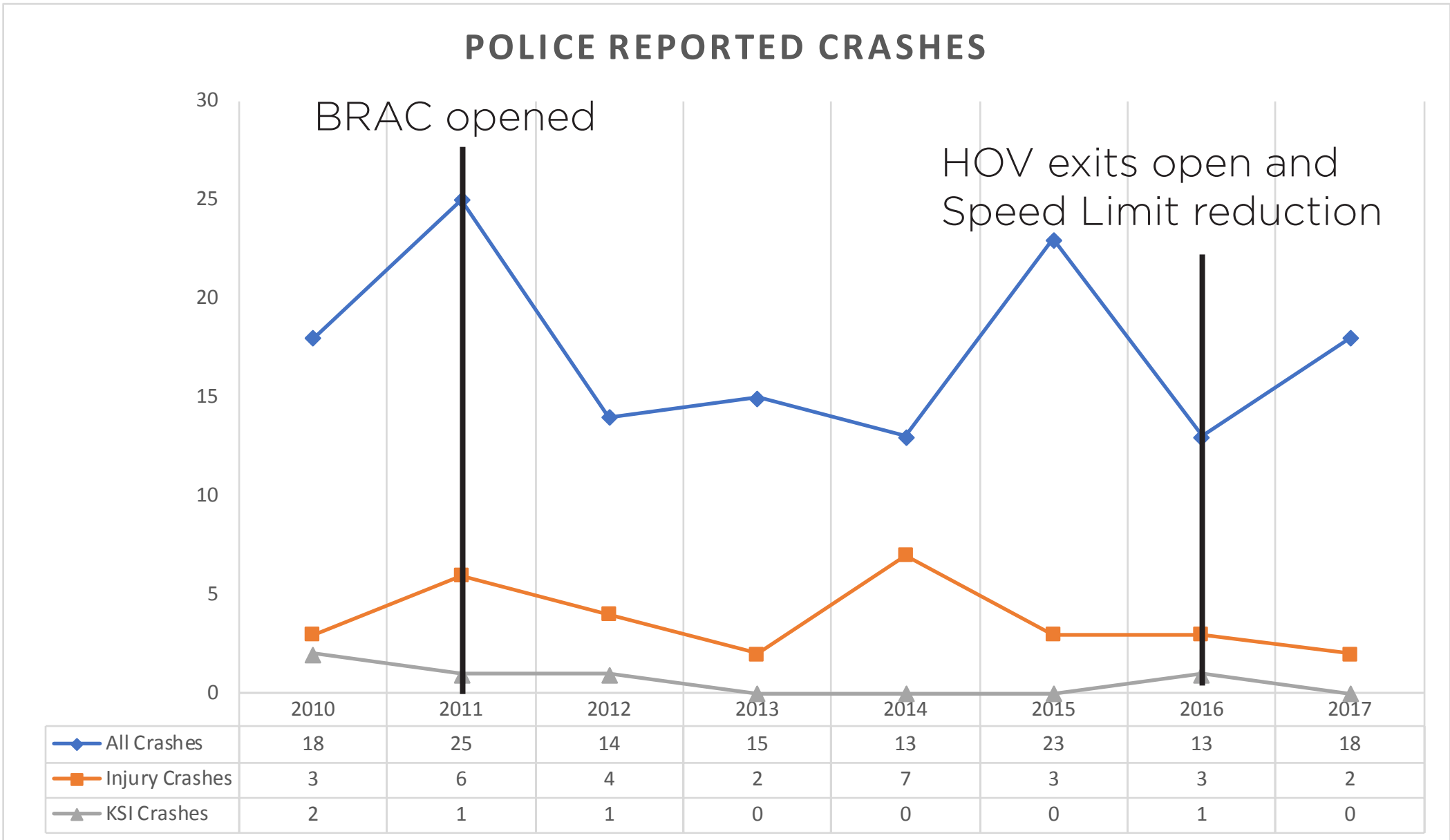
Vehicle Speeds

- » The reduction of the posted speed limit in 2016 from 35 mph also had minimal impact on eastbound traffic, but has seen a nearly 10 mile per hour reduction in average speeds since its implementation and enforcement
- » While lowering the speed limit signs helped reduce speeding slightly, changes to road design has been proven to better control speeds



Police Reported Crashes on Seminary Road

- » The reduction of the posted speed limit in 2016 from 35 mph reduced injury crashes on the corridor
- » The types of crashes that occurred were often rear-ends, sideswipes in the same direction, and angle crashes. A small number of crashes involved a single driver hitting a fixed object off of the roadway.
- » Most crashes occurred in daylight, with no other contributing environmental issues
- » Seminary Road (between Quaker Lane and Kenmore Avenue) makes up only **0.4% of Alexandria’s street network** (by mileage). However from 2010-2017, **1.1% of Alexandria’s total crashes** occurred in this area.



ACTIVITY- Facility Types: Pedestrian Crossings

Place a dot next to the facilities you would like to see as part of the design

Signals and Signs



Pedestrian Hybrid Beacon
North Van Dorn Street



Pedestrian Flashing Beacon
King Street



Pedestrian Visibility Signs
Franklin Street

Crossing Amenities



Refuge Islands with Plantings
Duke Street



Center Refuge Islands
King Street



No Refuge Islands
King Street

ACTIVITY- Facility Types: Non-Auto Facilities

Place a dot next to the facilities you would like to see as part of the design

Bike Facilities



Buffered Bike Lanes
King Street



Protected Bike Lane
Army Navy Drive, Arlington



Shared Use Path
Eisenhower Avenue

Pedestrian Facilities



Buffered Sidewalk
King Street



Unbuffered Sidewalk
Army Navy Drive, Arlington



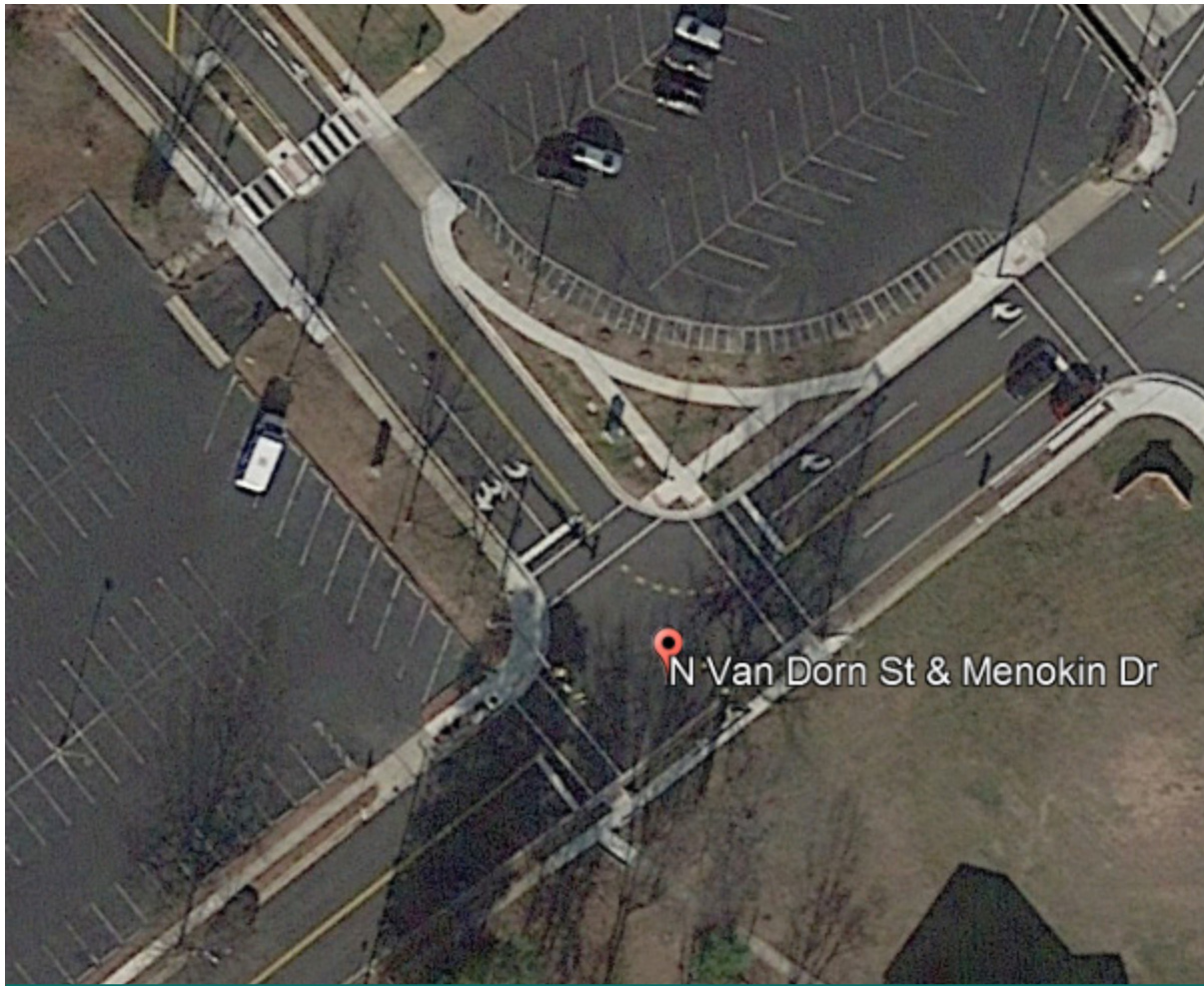
Wide Buffered Sidewalk
King Street

ACTIVITY- Facility Types: Roadway Design

Place a dot next to the facilities you would like to see as part of the design



Repurpose Slip Lane for Safe Bike Turning
Van Dorn and Braddock Road



Repurpose Slip Lane for Open Space
North Van Dorn Street and Menokin Drive



Center Two Way Left Turn Lane
King Street



Center Two Way Left Turn Space with Plantings
Hillwood Avenue, Falls Church



No Change
Seminary Road and North Howard Street



No Center Turn Space
Seminary Road